

# Aviation in California: Fact Sheet



**Airports** Sources: Caltrans' Airport Information Management System and the National Plan of Integrated Airport Systems

- General Aviation Public-Use: 222 (88.5% of State Facilities)
- Primary/Commercial Passenger Service: 29 (11.5% of State Facilities)
- Medical Heliports: 143
- Military/NASA: 24

**Pilots/Aircraft** Source: 2001 <http://registry.faa.gov/frame.htm>

- Certificated Pilots: 70,855 (9.8% of national total)
- Registered Aircraft: 37,346 (11.0% of national total)
- Number of GA Hours Flown in 2001: 29.1 million (11% of the total)
- GA Share of Operations Statewide: 78%

**Passenger/Air Cargo** (CY 2001, unless noted otherwise) Sources: California Department of Transportation, Division of Aeronautics; California Technology, Trade and Commerce Agency; Bureau of Transportation Statistics (USDOT); and Federal Aviation Administration

- 159 million passengers (2002 enplanements and deplanements) traveled through California's Primary/Commercial Service airports. CA share of national enplanement total: 12.2%.
  - ▶ In 2001, seven California airports ranked in the top 50 U.S. Primary/Commercial passenger service airports. (LAX-3<sup>rd</sup>; SFO-8<sup>th</sup>; SAN-30<sup>th</sup>; SJC-34<sup>th</sup>; OAK-37<sup>th</sup>; SMF-44<sup>th</sup>; & SNA-45<sup>th</sup>)
- In 2002, nearly 4.5 million tons of Air Cargo was handled through 12 California airports.
  - ▶ In 2000, seven California airports ranked in the top 50 U.S. Qualifying Airports. (LAX-5<sup>th</sup>; OAK-11<sup>th</sup>; SFO-14<sup>th</sup>; ONT-15<sup>th</sup>; MHR-31<sup>st</sup>; SAN-46<sup>th</sup>; & SJC-47<sup>th</sup>)

**Economic Impact** Source: *Aviation in California: Benefits to Our Economy and Way of Life* (2003) (FHWA, Office of Freight Management and Operations, Freight Analysis Framework, November 2002).

- Aviation contributes nearly 9% of both total state employment (\$1.7 million) and total state output (\$110.7 billion)
- California is the most visited state in the country, with 12% of the U.S. travel market. Over 48% of domestic tourists visiting from outside California, approximately 14% of other North Americans and all overseas visitors travel by air to visit this state. Estimated total aviation-related tourism expenditures equaled over \$145 billion in 2001.
- Air cargo is an important part of California's foreign trade. In 2000, the value of California's air cargo was \$173 billion.
- California has more aerospace manufacturers than any other state. According to the California Technology, Trade and Commerce Agency, in 2000, California's aerospace industry, consisted of 1,070 firms and employed 170,900 people, and contributed \$28 billion in products to the global marketplace.

**Division of Aeronautics' Internet  
Web Site Address:**  
[www.dot.ca.gov/aeronautics](http://www.dot.ca.gov/aeronautics)

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## Federal Fiscal Data

- In FFY 2003, the federal Airport and Airway Trust Fund earned \$9.7 billion in tax revenue, and a total of \$10.3 billion in taxes and investments.
- In FFY 2003, the Federal Aviation Administration provided \$352 million in grants to California's airports and neighboring communities from the Federal Airport Improvement Program.

Entitlements:	\$149,254,801
Small Airport Fund:	\$ 52,057,834
Set-asides:	\$ 34,521,000
Discretionary:	\$116,992,168
<b>Total AIP:</b>	<b>\$352,825,803</b>

## State CAAP Funds

- Grant Applications  
A&D: 1,981,000  
AIP: 2,501,932

Surveys of airports for the 2001 Capital Improvement Plan of the California Aviation System Plan indicate California's public-use airports need \$3.9 billion in capital improvement projects over a 10-year period, including \$1.1 billion at General Aviation/Reliever airports. Primary Commercial Service airports would need \$2.8 billion in projects (this does not include expansion plans that were announced for LAX and SFO). Ground access projects identified \$3.0 billion in needs.

## **California's General Aviation Fuel/Revenue Earned in State Excise Taxes**

Fiscal Year	AvGas <sup>1</sup> (Mill. gal.)	Jet Fuel <sup>2</sup> (Mill. gal.)	<u>Revenue Earned*</u>	
			Avgas	Jet Fuel
1993-94**	37.4	63.2	\$6,547,000	\$1,264,000
1994-95	36.6	66.6	\$6,593,000	\$1,331,000
1995-96	35.9	74.1	\$6,462,000	\$1,482,000
1996-97	32.9	76.0	\$5,919,000	\$1,519,000
1997-98	31.4	88.2	\$5,653,000	\$1,766,000
1998-99	29.9	94.5	\$5,382,000	\$1,890,000
1999-00	33.7	114.5	\$6,066,000	\$2,290,000
2000-01	27.9	133.2	\$5,030,000	\$2,664,000
2001-02	28.8	120.0	\$5,200,000	\$2,400,000
2002-03	18.3 <sup>3</sup>	120.2	\$2,844,308	\$2,404,865
<i>Current Fuel Tax Rates:</i>		<sup>1</sup> \$.18/gal.	<sup>2</sup> \$.02/gal.	<sup>3</sup> only 9-months received

\*The fact sheet reports "revenues transferred" because that is the function of the State Controller's Office (SCO's). Board of Equalization is responsible for collecting and reporting the tax revenues, but that process is separate and distinct from SCO's process.

\*\*State Excise Tax on Avgas increased from \$0.17/gal in 1993 to \$0.18/gal. in 1994. These tax revenues fund the Division of Aeronautics' operation and its three airport grant programs and a loan program.